

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

OEB 50X1-HUM

COUNTRY USSR (Kazakh SSR)

REPORT

SUBJECT Highway Between Alma Ata
and Malovodnoye

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information on the highway running between

Alma Ata and the Chinese border

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KEY TO SKETCH OF ~~XXXXXXXX~~ CHINESE ROAD (KITAYSKAYA DOROGA), ALMA-ATA - TOLGAR.

Sign indicating

1. Alma-Ata city boundary. Up to 1953 there was an MVD guard post here to prevent the deportees ("spetspereselentsy") from entering the city. After the death of Stalin they were permitted to go into Alma-Ata, and the guard post was removed.

2. Administration of Kolkhoz "Luch' Vostoka." This is a very large kolkhoz whose territory extends on both sides of the road from Malaya Stanitsa up to the 8 Km sign. The lands of the kolkhoz extend approximately 5-6 kms to the north of the road, and 4 kms to the south (up to the ~~XXXXXX~~ mountains). The chairman of the kolkhoz was (fnu) ~~XXXXXXXX~~ DEDKOVSKIY. The kolkhoz raised cabbage, potatoes, grapes, apples, strawberries, and similar produce.

3. Rayon Communications Office ("Rayonnoe Otdeleniye Svyazi"). Subordinated to the commo office in Dastakh, which is the center of the Alma-Atynskoy Sel'skiy Rayon. Distributes mail and telegrams to the kolkhozes.

4. Polyclinic No. 3. Serves the Alma-Atynskyy Sel'skiy Rayon. Consists of 3 bldgs: polyclinic, maternity ward, and convalescent ward. ~~XXXXXX~~. 30-40 beds. X-ray facilities, dentist, oculist, etc. /One Iranian died here, and his body was sent to the Medical Institute in Alma Ata (on Komsomolskaya Ulitsa), where his skeleton was ~~XXXXXX~~ used in anatomy classes./

5. ~~XXXXXXXXXXXX~~ Alma Ata Motor Tractor Station (Alma Atynskiy M.T.S.).

6. Transportation Cooperative (Soyuz.Zagot.Trans). Approximately 200-250 vehicles, used to transport cargo between Alma-Ata and China (and ~~XXXXXX~~ points between). ~~These~~ Vehicles from here mostly used for longer hauls. Repair shops.

7. Bridge across Kazachka River. Poured concrete over triple culvert. 1 1/2-2 meters high, 10-12 meters wide, 5-6 meters long. Built in 1952-53. Prior to that there was a wooden bridge which would be washed away periodically. Perennial stream.

8. Road sign: "Tolgar - 23 kms, Alekseyevka - 25 kms."

9. Route sign (~~XXXX~~ "marshrutnaya doska"). Detailed map of the road up to Chilik. The sign is situated about 4-5 meters from the road. App. 2 meters high; concrete base. Opposite the route sign is a ~~XXXXXX~~ "billboard" with pictures of Lenin and Stalin and the caption "Vozhdym Velikogo Oktyabrya."

10. Wooden bridge. Over a small seasonal stream. 4-5 m high, 10-12 m. wide, 2-3 m. long. Stone foundation (flat stones, cement mortar). This bridge did not wash away as there was never much water in the stream.

11. Dirt Road. Access road to Brigade No. 17 of the Kolkhoz "Luch' Vostoka", app 2-3 kms in length.

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12. Brigade No. 4 of kolkhoz "Luch' Vostoka."

13. Vineyards, belonging to kolkhoz "Luch' Vostoka"

14. Roadhouse ("dorozhnyy dom"). Inhabited by 3 road repair men. ~~Russia~~ Sign outside: "Dom Remonterov." They responsible for maintenance of road from ~~Russia~~ Malaya Stanitsa to 9 km mark. Each one has 3 km section of road to maintain. There are three categories of road repairmen (dorozhnyy remonter), depending on experience. They received 450, 475, or 500 rubles monthly salary according to category.

15. Wooden bridge over gully. No stream, but seasonal run-off from mountains. Usually dry. This bridge was an old one. 2 m. high, 8 m. long, 10-12 m. ~~wide~~ wide. The approaches to this and all other bridges along this road were marked by iron barrier rails.

16. Dairy Farm ("Molochno Tovarnaya Ferman" /MTF/) of Kolkhoz "Luch' Vostoka." 3 bldgs. ~~has~~ App. 150 - 200 cows.

17x

8 - 16 Kilometers

17. Wooden Bridge. Crosses very small stream which dried up in summer. 4-5 meters long, 10-12 meters wide, ~~has~~ 1 1/2 meters high.

18. Kolkhoz imeni Kalinina. The territory of this kolkhoz extends between the 8th and 11th kilometer signs, on both sides of the road. The chairman of this kolkhoz, and ~~all~~ almost all the kolkhoz workers were Kazaks. It was a very ~~low~~ poor and backward kolkhoz, which was never shown to foreign visitors. At the turn-off to this kolkhoz there is a small monument of Kalinin, and a plaque which says that Kalinin visited the kolkhoz in 1935.

19. Monument of DZHAMBUL. There is a small statue of DZHAMBUL, the "leader of the Kazak people," with some of his poems (in Russian) engraved on it.

20. Stone Culvert. A double culvert, 2 meters long, 1 1/2 meters high, ~~which~~ which conveys water from the Tolgar river for irrigation of the Kolkhoz im. Kalinina and Kolkhoz Luch' Vostoka.

21. Dairy Farm (MTF) of Kolkhoz imeni Michurina. This was one of the showplaces for all foreign delegations.

21a. Kolkhoz brick factory kiln. Iron smoke stack, 10-15 meters high. Source estimates that this kiln produced approximately 140,000 bricks a year, all of which were used by the Kolkhoz im Michurina.

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22. Pervaya Distantsiya Dorozhnogo Eksploatacionnogo Upravleniya /D.E.U./ No. 535 (First Sector of the ~~Russian~~ Road Operations Administration #535). Garage and small auto-repair shop. Occupied app. 1 hectare. Road master ("dorozhnyy master") was Valentin Aleksandrovich BELOV, ~~Repair~~

23. Administration of Kolkhoz im. Michurina, and Bel' Bulagetskiy Sel'sovet. Three buildings: ~~one~~ one housed the kolkhoz administration, ~~and~~ was the kolkhoz finance office ("bukhgalteriya"), and one housed the sel'sovet. The Michurin and Kalinin kolkhozes came under ~~this~~ Bel' Bulagetskiy sel'sovet. Across the road is a sawmill, ~~and~~ and ~~electric~~ electrostation belonging to the Michurin kolkhoz. This access road continues for 8 kilometers to various brigades of the Michurin kolkhoz. The chairman of the kolkhoz up to 1951 was (fnu) DIDKOVSKIY, who was then replaced by Leonid Stepanovich ~~MALOGIN~~. The deputy chairman was Sergey Ivanovich KATYUKOV. The chief accountant was (fnu) MALOGIN. The chairman of the sel'sovet was a Kazak, (fnu) MUSABEKOV. The secretary of the ~~sel'sovet~~ sel'sovet was a woman, (fnu) PETROVA.

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24. SEL'PO ~~izobrazheniya~~ (Sel'skoye Potrebitel'noye Obshchestvo - Rural Consumers Society). Serves the Michurin and ~~Alim~~ kolkhozes. Chairman was Aleksey Romanovich SHUVAYEV (always drunk and a great crook). Deputy chairman was Dmitriy PUSHILIN. The accountant was Nikolay Iosifovich GERMANCHUK.

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25. Chicken Farm of the Kolkhoz im. Michurina. Chickens and ducks raised here.
26. Apple orchards.
27. Kolkhoz Kyzyl-Tu No. 3 (formerly called kolkhoz "Berlik"). Subordinate to Iliyskiy rayon. Mostly Kazaks. The most backward kolkhoz: all the buildings were in ruins, indescribable dirt and disorder.
28. Gravel road leading to the Rest Home of the Turk-Sib RR (Dom Otdykha Turkestanskyy-Sibirskyy Zheleznoy Doroge), approximately 2-3 kms away.

16-24 Kilometers

29. Wooden bridge. Crosses canal (water for irrigation from Tolgar river).
30. Kolkhoz Kyzyl-Tu No. 2. A predominantly Kazak kolkhoz. Backward.
31. 7 Year School (Nepolnaya Srednyaya Shkola). Serves Iliyskiy rayon.
32. Electric Station. Belongs to Kolkhoz Kyzyl-Tu No. 2. There is also a ~~mini-hydro~~ water-mill here.
33. Administration of Kolkhoz Kyzyl Gayrat. Chairman was a Kazak, (fnm) TAZABEKOV. Party organizer was fnm MUSTAFA.
34. Kolkhoz "Kyzyl Gayrat". Most of the kolkhoz members were Uygurs. ~~Majority~~
35. Wooden Bridge over small irrigation canal. 5-6 meters long, 10-12 meters wide, 1 1/2-2 meters high.
36. Electric Station of kolkhoz "Kyzyl Gayrat."
37. Two wooden bridges. Approximately 50 meters apart. Cross small irrigation canals. First bridge is very small, second is same dimensions as Nr. 35.
38. ~~Experimental Farm~~ Training Farm / "Uchebnoye Khosyastvo" or UCHKHOZ/. Students from the Tolgar Agronomical Tekhnikum were sent here for field work.
39. Administration of Iliyskiy Rayon Militia. Militia chief was Major (fnm) GASSANOV. Tolgar is the rayon center of Iliyskiy rayon.
40. Tolgar Agricultural-Mechanical Tekhnikum / Tolgarskiy Sel'skokhozyaystvennyy - Mekhanicheskiy Tekhnikum/. Iranian Legal Returnee Maram MARAMKHA studied here.
41. Secondary School, probably 10 year school. Three buildings.
42. Tolgar Bridge. This bridge across the Tolgar river was the most important one along the entire road. It was a wooden suspension bridge, 30-40 meters long, 6-7 meters wide, 12-15 meters high (above ~~main~~ river). Stone foundations on each side of river - no supports in mid stream. Maximum permissible load was 8 tons. There has always a

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guard posted at this bridge to ensure that not more than one truck cross at a time. In 1954 the water rose above the level of the bridge and swept 3 people away, but the bridge held. The Tolgar river was very important for irrigation ~~purposes~~, serving 43 kolkhozes for this purpose. In summer it would be reduced to a mere trickle. In August or September of 1954 construction was started on a new bridge. The new bridge was to be of iron, and it was planned to utilize to ~~use~~ stone foundations of the old bridge.

43. Bath. ~~MADE~~

44. RAYISPOLKOM (Rayon Executive Committee) .

45. Tolgar MTS .

24 - 32 Kilometers

46. City limits of Tolgar (25th kilometer mark)

47. 2nd Road Sector, D.E.U. # 535. 3 barracks, whāh house 20-25 road workers. No garage or repair shop. Road master was (fnu) KOVAL'CHUK. Responsible for 17th to 28th kilometer sector of the road.

48. Wooden bridge. Height 2-2½ meters, 9-11 meters wide, 5-7 meters long. Small perennial stream. **50X1-HUM**

49. Alcohol Factory . 4-5 bldgs. Grain is brought from Alma-Ata. Makes alcohol for the Confectionary Factory in Alma Ata on the corner of Ulitsa Pastera and Ulitsa Kalinina, where it is made into vodka.

50. Communal Dwelling ("obshchezhitie") of the SpirtZavod. 3 houses.

51. Wooden Bridge. 2-3 meters high, 5-6 meters long, 9-11 meters wide. Crosses gully where water is always muddy (run-off from mountains). Dry in summer.

52. Pig Farm. ^BBelongs to alcohol factory. Pigs are fed with ^{grain refuse} ~~manure~~

53. Large pipe . Passes under road. Used for passing grain refuse from alcohol factory to pig farm (which ~~is~~ on lower level).

54. Kolkhoz ~~farm~~ "Asat". On both sides of road for one kilometer.

55. Vegetable Gardens. ^BBelong to workers of the Second Road Sector. Each worker gets an 8 x 10 meter plot of land, for which he must pay rent. Land is worked in free time.

56. Gravel Quarry . Both sides of road. Good grade gravel. From the 18th to 22nd kilometers is a difficult piece of road, where the asphalt is laid over yellow clay. Every spring the asphalt breaks and the holes have to be filled in with gravel. In places, up to 50 truckloads of gravel are ~~needed~~ required.

32nd - 40th Kilometers

57. Stone and Gravel Quarry. A very large quarry used exclusively by the D.E.U. Extends for over a kilometer on the southern side of the road. The gravel is mixed with large stones which were used for foundations. Gravel was dug to a depth of approximately 1½ meters.

58. Brick Kiln. Belonged to Kolkhoz im. Mikoyana, but occasionally provided bricks for construction in Tolgar as well.

59. Clay Pits . Supplied clay for bricks.

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60. Kolkhoz Imeni Mikoyana.

61. ~~Wood~~ SEL'MAG (rural store).

62. Stone culvert.

62 a. Wooden Bridge. Crosses small, perennial brook. Clear water. Bridge was 75-100 cms high, 2-3 meters long, 9-11 meters wide.

63. Double Stone Culvert. 1 meter high, 2-2½ meters long. Small, clear perennial brook.

64. Wooden bridge. 3-4 meters long. Dry gully, where water used to run off from mountains after hard rains.

65. Wooden Bridge. 3-4 meters high, 5-6 meters long, 9-11 meters wide. Perennial stream. Clear water, used for drinking.

66. Kolkhoz "RAKHAT".

40th-48th kilometers

67. Wooden Bridge. Crosses Isik River; a clear, perennial stream. 1½-2 meters high, 15-20 meters long, 9-11 meters wide. In the winter there would usually be several accidents at this bridge as the water would often rise over the bridge. Repair work always necessary in the spring.

68. Stone Culvert. 2 meters long. Small, clear, perennial brook.

69. 3rd Road Sector, D.E.U. # 535. Road master was (sm) HUZHEN. 20-25 road workers. No garage or repair shop. Responsible for 26th-48th kilometer sector of the road.

70. Rayonnogo Otdeleniye Svyazi. Rayon Communications office.

71. Restaurant. Much used by truck drivers on this road. In the summer, beer with the label "only for grain deliverers," was sold here. This beer was supposed to be sold only to those working on the harvest.

72. Club

73. RAYMAG (rayon store).

74. ~~Stankoviy~~ Wooden Bridge. Perennial stream, dirty water. Bridge was 1½-2 meters high, 6-7 meters long, 9-11 meters wide.

~~75a.~~

75a. Wooden Bridge. Perennial stream, clear water. Bridge was 1 meter high, 2 meters long, road width (9-11 meters).

48-56 kilometers

75. Cemetery. Across the road was a small gravel quarry.

76. Wheat Fields. Worked from Isyk.

77. Wooden Bridge. 1-1½ meters high, 3 meters long, road width. Mountain run-off., dry in summer.

77 a. Stone Culvert. 2 meters long, 1 meter high, road width. Perennial, clear, brook.

78. Stone Culvert. Same dimensions as 77a. Water only after rains.

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79. Very Steep Hill. Steepest part of road between Isyk and Turgan. Approximately 150 meter long stretch in which first gear required. Deep ravine on right side of road.

72
~~66.6~~: 56-45 kms

80. Stanitsa Turgan.

80 a. Wooden bridge. 1½ meters high, 2 meters long, road width. Perennial, clear brook.

80 b. Wooden Bridge. 2-2½ m high, 6-7 meters long, road width. Perennial, clear stream.

80 c. Wooden bridge. Same dimensions as 80 b. Perennial stream, but water always cloudy.

81. RAYMAG (rayon store).

82. Restaurant

83. Rayon 4th Road Sector, B.E.U #535. Responsible for 48th to 64th kilometer stretch of road. Road master was (Inu) CHERVENOV.

84. Turgan MTS

85. Large Wooden Bridge. Crosses Turgan River, ~~via~~ 50-75 meters long, 2 meters high, 6-7 meters wide. The road rises steeply for approximately 150 meters on either side of bridge. This is one of the most dangerous places on the road, where accidents often happen. In the spring the bridge is frequently washed away.

86. Garage. Belongs to 4th Road Sector. Trucks, tractors, snowplows, and other vehicles kept here.

87. Houses. Unimproved ~~xxxx~~ "steppe" road.

72-80 kms

88. Restaurant. ~~xxxx~~ intersection with ^{secondary} road from Aleksyevka.

89. Two parks.

90. Kolkhoz Bazar. Open Sundays only.

91. Wooden Bridge. 1 meter high, 3-4 meters long, road width. Perennial stream, dirty water.

92. Wooden Bridge. 1-1½ meters high, 2-3 meters long, road width. Clear perennial stream.

93. Stanitsa Malovodnaya (Yevgenevka). There is a large gravel quarry somewhere in this town, where gravel can be obtained even in winter, although the other quarries are frozen. There are ^{here}: Volga Germans, Chechens, Greeks, and others.

94. 5th Road Sector, DEU #535. Responsible for 64-80 km kilometer stretch. Road master is (Inu) CHERVENOV, younger brother of the road master at the 4th road sector.

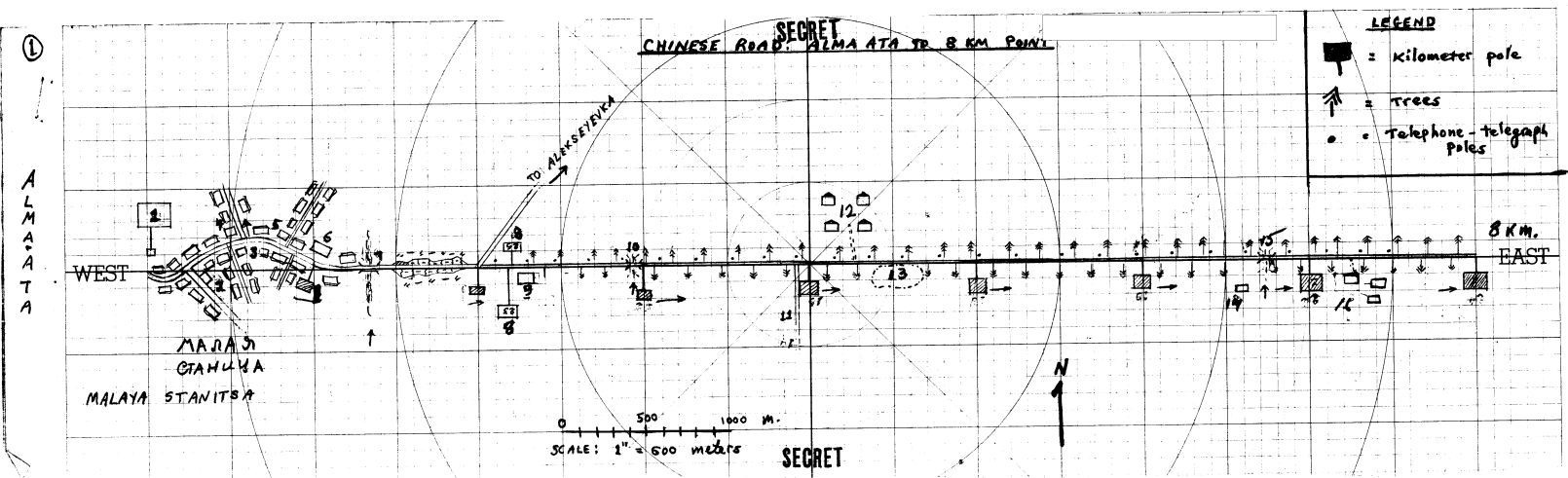
95. Park

96. Sel'sovet

97. Household Goods Store/Khozyastvennyy magazin/

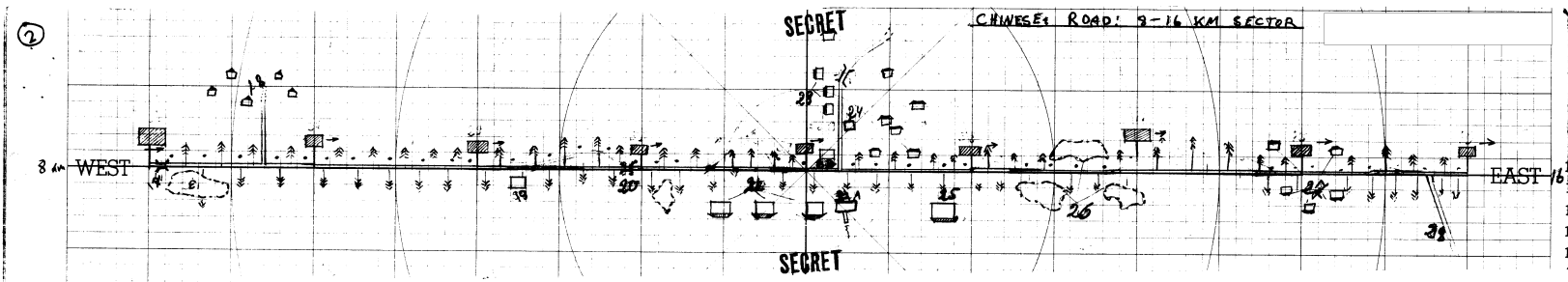
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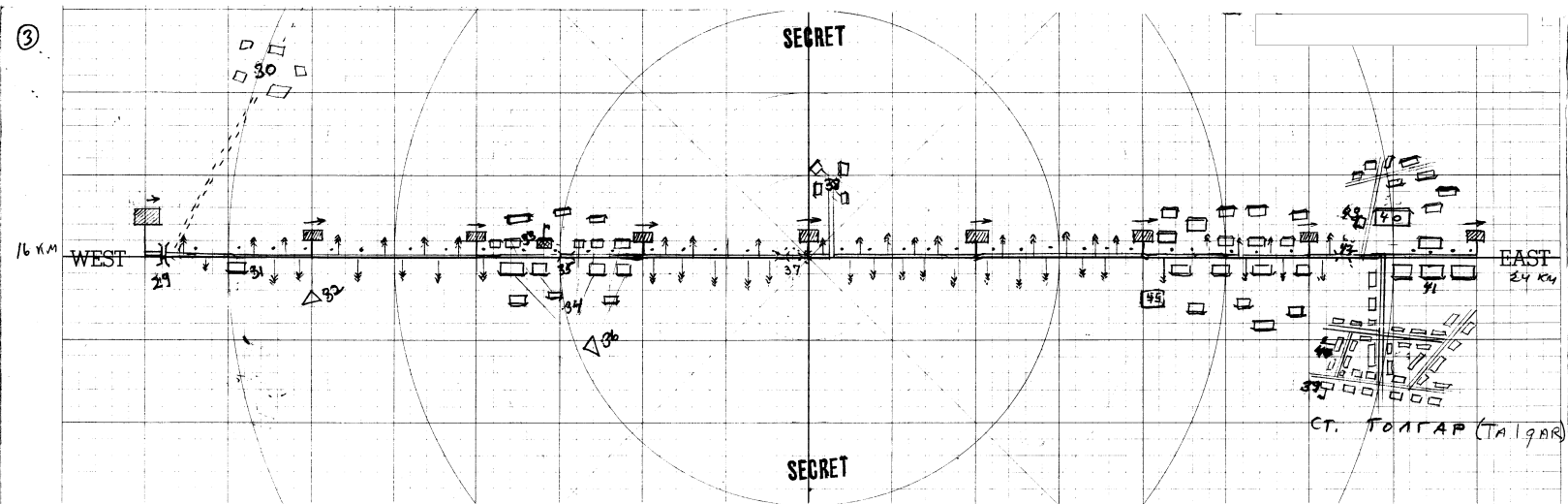
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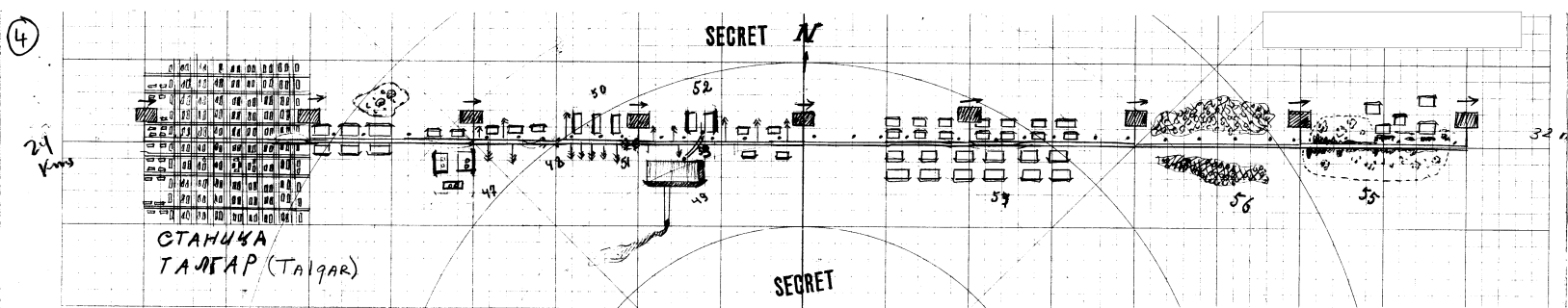
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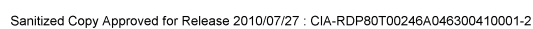


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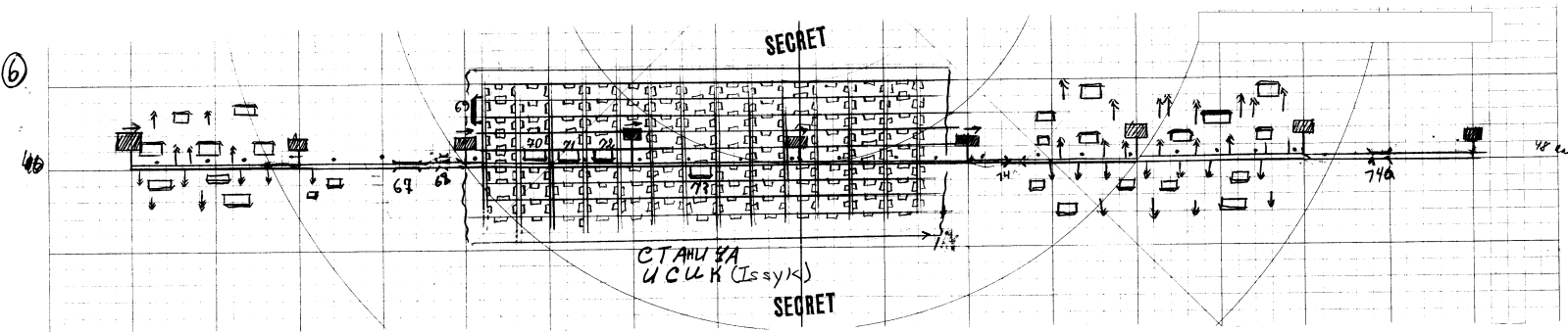
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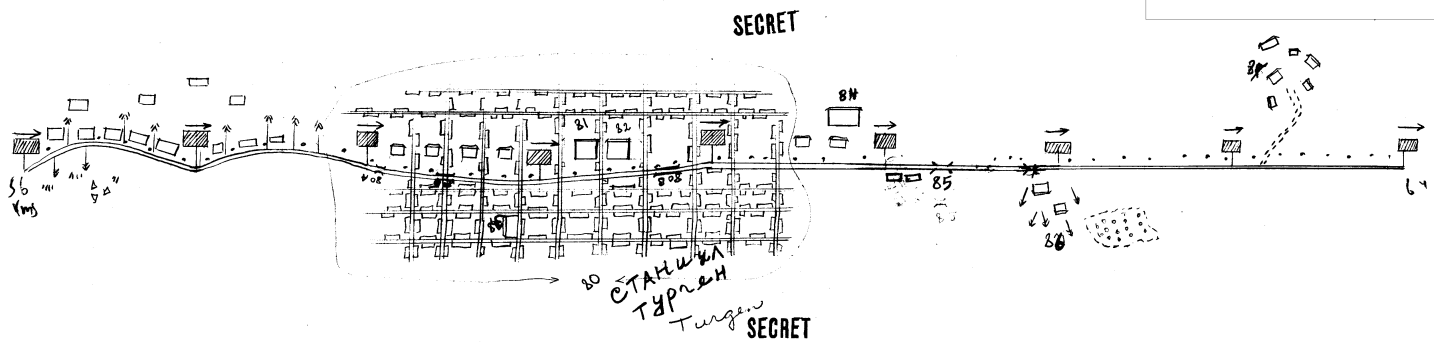


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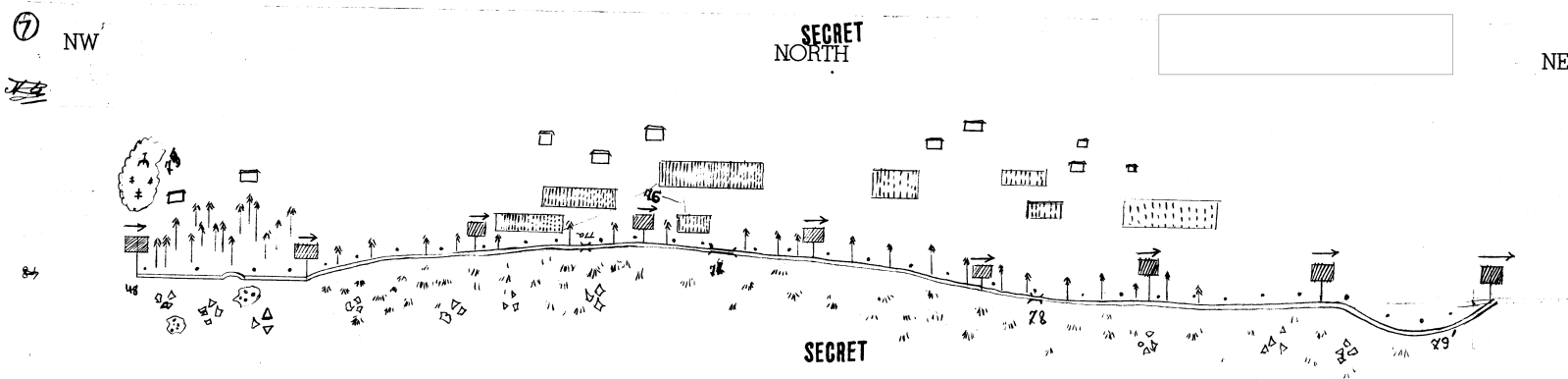
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